

May 16, 2009

Group 5

- Bike opportunity on Rainier – Flat and direct
- Opportunity at McClellan/Rainier, Rainier/MLK & Rainier/Bayview → Reduce noise traffic and speeds
- Kids do NOT use pedestrian bridge make surface crossing
- Make McClellan Pedestrian friendly two blocks either side of Rainier. Also, empty storefronts
- Bike and pedestrian opportunities on Massachusetts
- Connect Mt. Baker Blvd to Cheasty
- Connect Green spaces in a ring around urban village
 - Include NWAAW in ring
 - extend Cheasty green belt to the North
- Reinforce Light Industrial business – support job opportunities – Green Jobs
- Trails in greenbelts – More people equal safety
 - Work with topography to get residents to the station
- Bayview connection to Beacon Hill
- Protect green – build in paved areas
- Sidewalks missing on McClellan – west of Rainier
 - Hard to cross-cars go too fast
- McClellan/MLK intersection – needs trees and other amenities
- All walk at MLK/Rainier:
 - Wider sidewalks and trees
 - Make new development
 - SAVE Trees
- Pedestrian crossings are WAY too long (distance and signals)
- Behind QFC/Rite Aid
 - Enable vibrant town center (via housing density by:
 - Changing zoning to multifamily
 - Adjusting neighborhood boundary
- Lowe's site is out of scale with neighborhood
 - Make into block sizes, walkable
 - Bring 27th through to McClellan
- Increase height between MLK and Rainier – North of Intersection
 - Especially townhomes at edges with High in the middle
- Focus Development in the center and protect periphery
- High Density on busy streets with lower on interior sites
- Gateway at Bayview and Rainier
- Kid – friendly core in each block
- McClellan as Green Street
- Connect Mt. Baker Blvd across Rainier/MLK
- Connect Hanford Street Stairs – Mt. Baker to Beacon Hill
- Core Ideas: Where is the Community Center

North Rainier Town Hall Meeting

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- Behind the Light Rail Station
- In front of the Station, on Rainier, Plaza
- Put Lander through – “Lander Green” in front of Lowe’s
- Add another one south at Bus turn around E/W
- Break up bid blocks
- Protect views of Fire House Station
- Low and civic development between Fire House Station and Light Rail Station
- More busses to Light Rail Station
- Evaluate moving regional traffic to MLK
 - Make Rainier quieter, safer and more local
- Slow truck traffic
 - Speed and noise is a problem
- Make pedestrian crossing times longer especially on MLK south of the station

Summary

1. Reinforcing East/West connections
 - Pedestrian Scramble at Key Nodes
 - Multiple Centers: Housing, Retail and Employment
 - Break down Sick’s stadium site
 - Green Ring – complete what exists
2. Increase density in center and protect periphery
 - Link periphery to the center
3. Move edge of density up to Bayview
 - Mt. Baker/Winthrop as south edge of density
 - Divert traffic to MLK from Bayview to South Mt. Baker
 - Density on edges with lower building and green in center at Sick’s Stadium Site
 - Increase density especially at core
 - Civic (lowrise) adjacent to Station Plaza
 - Franklin is East edge, Cheasty as West Edge, McClellan becomes East-West Main street